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DEPARTMENT OF THE ARMY
HEADQUARTERS 27TH TRANSPORTATION BATTALION (TRUCK)
APO US Forces 96238

AVLC-QUI-27TC-CO

7 May 1966

SUBJECT: Operational Report on Lessons Learned for Quarterly Period Ending 30 April 1966, RCS CSGPO-28 (R1)

TO: Commanding General, US Army Support Command, Qui Nhon, ATTN: AVLC-QN-GO (Historian) APO US Forces 96238
Commanding General, 1st Logistical Command, ATTN: AVLC-GO-O APO US Forces 96307
Commanding General, United States Army Vietnam ATTN: AVC APO US Forces 96307
Commander in Chief United States Army, Pcaific, ATTN: GPOP-MH Fort Shafter, Hawaii, APO US Forces 96557
Asst Chief of Staff for Force Development, Department of the Army Washington, D.C. 20310
IN TURN

SECTION I

Significant Organizational Activities

1. a. Reference Headquarters 1st Logistical Command General Order Number 11, dated 17 January 1966.

b. Above reference reassigned 27th Transportation Battalion (Motor Transport) HHD as well as the 2nd, 58th, 61st, 151st, 444th, and 597th Transportation Companies from 4th Transportation Command (Terminal A) to United States Army Support Command, Qui Nhon.

2. The 541st Transportation Company (Light Truck), which had formerly been under operational and administrative control of this battalion, was detached from the 27th Battalion and attached to the 34th Quartermaster Battalion in the An Khe Support Area effective 18 March 1966. This was in accordance with Headquarters, United States Army Support Command, Qui Nhon, APO US Forces 96238, General Order Number 31, dated 31 March 1966.

3. Throughout the quarter, the missions of the battalion remained the same with expansion of line haul commitments being the predominant change.

4. Throughout the period 1 January to 30 April 1966, the self help program in the battalion expanded at a continuous rate. All units in the battalion either have now or will soon have cement floors in all tents.

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Each unit has an excellent mess hall and enlisted men's club in addition to the consolidated enlisted men's club being constructed by the battalion at this time. After all tents for enlisted men in the Headquarters were modified (i.e. cement floors and wood frames), the officers and enlisted men of the Headquarters teamed up to build the officers' BOQ which houses seven officers from the battalion headquarters and provides an officer recreation area. The battalion will continue to exert maximum effort to improve living conditions through the use of available materials and off-duty manpower. The work done during the last quarter has proven to be a highly favorable morale booster as well as an improvement in appearance, sanitation, and general "livability".

5. The following significant events and/or problems, arranged by staff functional area, have occurred or are still occurring:

a. Personnel

(1) The following personnel changes occurred in the battalion staff during the past quarter:

(a) Sergeant Major William C. Acuard, RA 17165403, joined the 27th Battalion on 20 January 1966.

(b) Captain Kenneth H. Pitzer, 074443, became the Commanding Officer of the 597th Transportation Company (Medium Truck) on 24 January 1966 after serving as Battalion S-1/Adjutant.

(c) Captain Wallace A. Bryons, 091776, was assigned to the battalion S-3 section on 21 February 1966 after serving as Commanding Officer of the 541st Transportation Company (Light Truck).

(d) 1st Lieutenant David R. Dellin, 05012028, was assigned as S-4 officer of the battalion on 23 February 1966. Lieutenant Dellin came to the battalion from the 1st Cavalry Division (Airmobile).

(e) Chaplain (Captain) Rupert A. Lutz, 02304109, was transferred to the 1st Cavalry Division (Airmobile) on 12 April 1966. He was replaced by Chaplain (Captain) Guido F. Van Daelen, 05417680, who came to the 27th Battalion from HHD, 44 Ordnance Battalion, APO US Forces 96238.

(2) The outlook for personnel input to offset losses is still a dismal one. As of 31 March 1966, the battalion was 240 enlisted men short, most of these being driver shortages. In addition to the comments made in the last Quarterly Command Report, this headquarters sent letters to higher headquarters on 21 February and 16 March 1966 advising

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them of our personnel shortage and its adverse effect on 24-hour operations. the next quarter does not offer any relief from this critical situation. During the period from 1 April 1966 to 30 June 1966, the battalion has knowledge of 112 incoming personnel and 172 outgoing. The major loss comes in June when the 597th Transportation Company (Medium Truck) loses most of its personnel due to rotation to CONUS.

(3) The battalion is also experiencing a problem in the field of local national employment. Clearance forms were filled out by approximately 100 prospective Vietnamese employees dating back to November and have been continuously turned in to the Civilian Personnel Office in Qui Nhon. To this date, despite numerous phone calls, visits, and comments at commanders' meetings as well as a command letter, not one local national's clearance submitted by this battalion has been approved by the appropriate MSS agency. This problem, compounded with the personnel shortage, results in an inadequate manpower force for changing tires, washing vehicles, and construction of buildings, wash racks, and other facilities at the Trailer Transfer Point in Qui Nhon. Recently, the battalion was able to utilize 15 personnel on a daily basis at the Trailer Transfer Point and has requests in for an additional 30 personnel; however, permanent type workers are desired as they are more dependable and become more efficient.

b. Operations

(1) Port and beach clearance tonnage for the last quarter rose to 141,033 short tons. Centralized operational control of this operation was put into effect in January and resulted in a more efficient control of all beach clearance vehicles. Delay in loading and unloading is still a problem as shortage of material handling equipment still exists. Beach clearance vehicles and line haul vehicles are being subject to further abuse due to the carelessness of MHE operators. This problem is expected to become more serious as the next quarter progresses and as a result, an extensive program is underway to encourage drivers to take interest in the well-being of their vehicles.

(2) In addition to conducting beach clearance and local haul missions in the Qui Nhon area, a total of 72,682 short tons of general cargo, 18,985,000 gallons of POL, and 135,475 passengers were hauled to An Khe, Pleiku, Dong Son, Cheo Reo, and Ploi Me.

(3) Total performance for the quarter by this battalion was 326,659 short tons hauled 2,433,905 miles.

(4) Operations Participated in:

(a) Operation Bluelight. The 27th participated in Operation Bluelight in December and January. During this period, 290 trucks hauled 2,066 short tons, 2,842 passengers, and traveled 16,695 miles.

(b) Operation Matador. From 3 January to 9 January,

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the battalion furnished 927 trucks, moving 1,375 personnel, 3,877 short tons, travelling 28,980 miles to the Plei Me area in support of this operation.

(c) Operations Masher, White Wing, Cyclone. The battallion moved 20,657 short tons of cargo, 1,654 personnel, and 2,665,000 gallons of fuel with 1,499 trucks in the Bong Son area in support of these operations.

(d) Operation Lincoln. The battalion is presently engaged in support of Operation Lincoln. The operation, which began on 1 March 1966, has thus far involved 169 trucks hauling 2,805 short tons of cargo, 770,000 gallons of POL, and 185 personnel.

(5) Problems Encountered

(a) This battalion has experienced difficulty in obtaining convoy clearance in Pleiku for Qui-Nhon bound convoys, resulting in undue delays and driver fatigue. Drivers on line haul operations arise at 0400 each morning to prepare their vehicles for convoy. The return from Pleiku and after convoy servicing of their vehicles generally ends the driver's day at approximately 2100 hours. A revision of traffic regulations to allow convoys to leave earlier would minimize the driver fatigue problem. In addition, waivers should be granted to the requirement for submitting convoy clearances 24 hours in advance, particularly for convoys supporting tactical units.

(b) The trailer Transfer Point, located in the middle of Qui Nhon, has a critical lighting shortage. At night, when most of the assembling of trailers is done for the next day's convoy, there is practically no visibility, making repair of trailers difficult and hampering the checking of trailers. The only security of the TTP is a concertina fence, and since Vietnamese live within 10 yards of the area, security is lacking at night. A command letter has gone forward requesting authorization of two 15 KW generators and 12 light sets for utilization at the TTP.

(c) The status of highways in Vietnam, especially Highway 19, is rapidly deteriorating due to heavy convoy traffic. The potholes, trenches, and bypasses on Route 19 between Qui Nhon and the An Khe area are causing excessive maintenance time spent on our vehicles which will undoubtedly necessitate early replacement of worn out equipment. A command letter went forward requesting an engineer effort on the road from Pleiku to Cheo Reo to eliminate the large stones of this road which last month ruined over 150 tires of the trucks in this battalion. The continuous maintenance of

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these frequently travelled routes would facilitate vehicle maintenance efforts as well as reduce accidents.

c. Administration

(1) Administrative references from higher headquarters are becoming more available due to an increase in the efficiency of the distribution system.

(2) Office supplies are still very scarce, especially mimeograph paper, lined tablets, ink, calenders, tape, and envelopes.

(3) Mail receipt continues to be a morale problem. No significant improvements have been made in receipt of mail in the past six months. Occasionally mail arrives here from the United States in four days; just as often, however, it will take from seven to twelve days.

d. Supply and Maintenance

(1) Shortages of lumber, nuts, and bolts have caused undue delay in getting trailer side boards repaired. The 149th Ordnance Company (GS) has had the responsibility of repairing these side boards and delays up to a month have been experienced, causing a drastic reduction in the number of S&P's that can be made available for commitments.

(2) Recently a unit in this battalion had a vehicle involved in an accident as a result of brake failure. The reduced speed and driver actions were such that, had the vehicle not caught on fire, the damages would have been repairable, and the total loss of the vehicle and its trailer avoided. It is the opinion of all who were witnesses and investigators of the accident that, had a fire extinguisher been available, this fire could have immediately been stopped. The units in this battalion have received virtually no support in the necessary recharging of dry-charge extinguishers (the greater majority by type), despite letters bringing this matter to the attention of higher headquarters on 21 December 1965, and 1 February 1966. The February letter was answered, stating that CO2 extinguishers could be recharged in Qui Nhon, which, in part, they can. However, to this date, no satisfactory answer is given on how to quickly get dry charged extinguishers serviced. Many of the units in the battalion have had extinguishers sent to Saigon as far back as October, with no return. Requisitions for dry charge extinguishers have been cancelled, resubmitted, recancelled, and resubmitted. Our units all have due out requisitions on dry charge fire extinguishers, dating from December 1965. The only facilities needed are an air compressor and an adaptor (which is unavailable locally) used in getting the pressure required to activate the dry charge chemical to an operational level. The

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chemical in the extinguishers in satisfactory; only the pressure required to activate it is low. It is therefore recommended that the items mentioned above be made available to the Qui Nhon area to prevent further waste of equipment and possible loss of life, not to forget vehicles that haul POL and Class V.

(3) As was stated in paragraph 4b(5)(c), conditions of highways have had an adverse effect upon tires of our vehicles. The problem this organization has had in receiving tires continues to threaten our operational capabilities. This battalion has on requisition 2,036 1100 x 20 tires, 732 900 x 20 tires, 448 1100 x 20 tubes and 252 900 x 20 tubes. Tires are supposed to be a direct exchange item and some tires have been acquired in this manner; however, the quantity available in this area is far from sufficient.

(4) The difficulty in obtaining fuel filters (FSN 2940-067-7625) continues to plague our units. Since our arrival in Vietnam over seven months ago, the battalion has not received over ten of the above filters, despite requisition dating back to October which have been cancelled and resubmitted numerous times since; the latest requisition being a Red Ball requisition for 130 filters on 29 March 1966.

(5) Refrigeration for all mess halls of the battalion became available around mid-March. Each mess hall in the battalion now has either an upright refrigerator or freezer. Coupled with the more frequent issue of A-Rations, this occurrence has done much to improve the quality of meals in the battalion.

(6) The roll-on roll-off concept of operation was put into effect in this area in March 1966. The trailers of this battalion are to be put aboard Ro-Ro ships bound for Okinawa to receive cargo. In exchange, the battalion is to receive trailers from Okinawa. This idea, which is still in the planning phase pending revision of the Qui Nhon port facilities, promises to facilitate battalion operations immeasurably. In addition, Okinawa has superior maintenance capabilities which can be performed on trailers sent there. In anticipation of the increased beach facilities and line haul operations, this battalion, in a letter to the Director of Transportation at the Qui Nhon Support Command dated 9 February 1966, requested that one additional light truck company and one medium truck company be assigned to this headquarters as soon as possible. The programmed expansion of Qui Nhon's port facilities to include increased LST capability, another pier, and increased terminal service and boat companies, justifies the request for the additional units. To support combat units, this additional transport capability will bridge the possible gap in providing logistical supplies from the depot to An Khe, Pleiku, Bong Son, Chao Reo,

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and other operational areas. Although there is a Korean civilian trucking agency coming into this area to aid in beach clearance, it is felt that this corporation's influence will not be strong enough to offset our need for these additional companies.

6. a. One of the main concerns of this battalion for the past quarter has been our high accident rate. Due to long hours of driving and high mileage the probility of accidents is particularly great in this organization. In January 1966, the battalion travelled 773,641 miles, experiencing 35 accidents, or one accident every 22,104 miles. This rate caused an extensive safety program to be initiated consisting of the following:

(1) Each unit gives drivers going to work a 15-minute safety lecture.

(2) All drivers who have physical defects which might tend to make them accident-prone or drivers with an unsafe past performance have been permanently suspended and either placed into administrative positions or transferred to another battalion where they will not have to drive.

(3) Safety lectures are given to each unit by the unit safety officer at least twice monthly.

(4) When an accident occurs, subject driver is immediately suspended from driving for a seven day period. He is then given a series of tests, attends four lectures given by the safety officer, and is then retested. If subject passes the test, he must then have a conference with the unit commander in discussion of safe driving practices and defensive driving.

(5) Bulletin boards have been set up in front of company motor pools, listing total number of miles driven without an accident. These boards also list honor rolls of drivers who have driven a given number of miles without an accident.

(6) An award program has been set up in companies for drivers who have gone 3,000, 6,000, 12,000, and 18,000 miles without an accident. the awards range from an engraved cigarette lighter to a $25.00 United States Savings Bond.

(7) Many units have given a more personal recognition of accident-free driving.

(a) The 2nd Transportation Company has a dragon painted on the door of the tractor for each 1,000 accident-free miles a man drives. For 6,000 miles of accident-free driving, the driver earns a plaque with a red background and a "dragon-head" in the foreground. For 12,000 miles the driver receives a plaque with a green background, and for 18,000 miles,

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the background is blue.

(b) Since this is the "year of the horse", the 597th Transportation Company has a horsehead painted under the driver's window for each 1,000 accident-free miles. One driver has 16,000 miles or 16 horses.

(8) Every effort is made to glorify the accident-free driver and shame the driver who has had accidents. In the enlisted men's club of the 597th Transportation Company, drivers who have had accidents must be served at a separate counter away from the bar.

(9) The operations radio net, which operates 24 hours a day throughout the battalion has added the pro words "drive safely" to conversations. Each conversation ends with the words, "drive safely, out".

(10) The motto, "drive safely", is painted on mud guards of trucks, on doors of cabs, and on the backs of gloves of some drivers in the battalion.

(11) The battalion has installed many signs along Route 19 reminding drivers to slow down and drive defensively.

(12) The battalion has officers checking daily at unannounced locations for driving infractions among battalion vehicles.

b. The results of this program reflect in the accident rate figures from February thru April, 1966. In February, the vehicles in the battalion travelled 689,762 miles, with a total of 21 reportable accidents, or one accident every 32,846 miles. In March, the battalion travelled 748,546 miles, with 16 total reportable accidents, or one accident every 46,784 miles. In April, a total of 21 accidents were recorded, but only 4 of these were the fault of our drivers. This safety program is a continuous, ever-expanding effort and official Army recognition in the form of safe driver awards and pins has been initiated.

SECTION II

Commander's Recommendations

1. It is recommended that greater care be taken in notifying the gaining unit of personnel replacements as far in advance as possible. Operational planning is facilitated when strengths can be definitely anticipated. During the past quarter, instances occurred where units of

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this battalion received personnel without previous advice. Although not adverse to accepting unannounced personnel replacements, it is pointed out that prior notice, when possible, would be appreciated.

2. Security. It is recommended that the generators and light sets on request by the battalion be issued as soon as possible. Each day, our need for lighting at the Trailer Transfer Point and on our battalion perimeter increases. The Viet Cong threat has increased in the past month, and our inadequate lighting facilities pose a serious threat to our security.

3. Logistics. NONE

4. Additional Truck Companies. Strongly recommend one additional medium truck company and one additional light truck company to support increasing beach clearance and line haul requirements.

LESSONS LEARNED

ELECTRIC FUEL PUMP FOR M52A2

ITEM: ELECTRIC FUEL PUMP FOR M52A2

DISCUSSION: The present fuel pump unit is a sealed unit. The unit becomes inoperative as it gets dirty and clogged up, and this is common in Vietnam.

OBSERVATION: No facilities are presently available to clean this pump and as a result they are not repairable. Facilities should be made available to clean and repair this pump.

SIDE RACK DAMAGE

ITEM: Wooden side racks on 2½ ton trucks

DISCUSSION: Wooden side racks on 2½ ton trucks are impractical and suffer continuous damage. To eliminate this, vehicles were tested without side racks and this resulted in limiting the type and amount of cargo that could be hauled.

OBSERVATION: Design of a steel side rack is under study and it is felt will probably satisfy the requirement for side racks.

5 TON LIGHT TRUCK FOR BEACH CLEARANCE

ITEM: 2½ TON TRUCK NOT ALWAYS PRACTICAL ON BEACH CLEARANCE

DISCUSSION: A requirement exists for a beach clearance vehicle that has

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the flexibility and maneuverability of the 2½ ton truck that can haul longer and wider loads, i.e. two conex containers, oversize engines, helicopter blades, etc. Utilization of an S&P trailer often is wasteful.

OBSERVATION: The longer and wider bed of a 5 ton truck with its increased capacity could be the answer.

PRESCRIBED LOAD LIST

ITEM: PRESCRIBED LOAD LIST FOR AUTOMOTIVE EQUIPMENT IS INADEQUATE

DISCUSSION: Operation of vehicles in hot and humid weather and over rough terrain for an extended period of time requires a large number of replacement parts such as tires, inner tubes, hot patches, air filters, fuel filters, oil filters, fan belts, compressor belts and universal joint repair kits.

OBSERVATION: Initial stock level of above parts at unit and support maintenance should be sufficient to operate for a period of 90 days.

STORAGE BATTERIES

ITEM: STORAGE BATTERIES LOOSE WATER RAPIDLY BY EVAPORATION.

DISCUSSION: The extreme heat and dryness of the air causes the water in the battery cells to evaporate rapidly.

OBSERVATION: Operators of equipment should insure that batteries are checked constantly for the proper water levels in the battery cells.

EXPENDABLE SUPPLIES ESSENTIAL

ITEM: EXPENDABLE SUPPLIES THAT ARE ESSENTIAL TO THE HEALTH OF MEN ARE OFTEN IN SHORT SUPPLY.

DISCUSSION: Expendable supplies such as laundry soap, mosquito repellant, disinfectant and foot powder are often not available through supply channels.

OBSERVATION: Sufficient quantity of these items should be carried by new units to provide for extended use without resupply.

ELECTRICAL SUPPLY

ITEM: SUPPLY OF ELECTRICITY FROM TOE GENERATORS IS INADEQUATE.

DISCUSSION: The electrical supply given by TOE generators provides for the

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very minimum of power. This power is sufficient for units displaced in fox holes and individual tents but not for units living in tent compounds.

OBSERVATION: Generator requirements should be based for support units on temporary tent compound requirements rather than tactical field requirements.

SHOE AND CLOTHING REPAIR

ITEM: RAPID DETERIORATION OF SHOES AND CLOTHING BECAUSE OF HEAT AND MOISTURE

DISCUSSION: Shoes and clothing deteriorate at an extremely rapid rate due to heat and moisture. When it becomes necessary to repair these items, the thread and material are often rotten.

OBSERVATION: Instead of trying to repair shoes and clothing that will be made serviceable again for only a short time, these items should be replaced.

TENT LINERS

ITEM: USE OF TENT LINERS IMPROVES LIVING CONDITIONS.

DISCUSSION: High temperature and humidity cause very uncomfortable living conditions in tent quarters. This condition is considerably improved by the addition of a tent liner which reduces the heat and provides more light.

OBSERVATION: Tent liners should be added wherever possible to reduce heat and increase light inside the tent.

HEAVILY LOADED VEHICLES

ITEM: Heavily loaded vehicles are easily damaged when lifted on and off a ship.

DISCUSSION: The lifting of a vehicle on or off a ship is made very difficult when it is heavily loaded. Also slight jolts to such a vehicle can easily bend its frame.

OBSERVATION: Vehicles prepared for movement by ship should not be heavily loaded.

TIRE LIFE

ITEM: REDUCED TIRE LIFE

DISCUSSION: The poor road conditions reduce the tire life from normal to 3,000-5,000 miles, the varience being unpredictable.

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OBSERVATION: More tires are ruined rather than worn out. Tires should not be turned in according to normal wear-out standards if otherwise undamaged.

[illegible]

HENRY W. GOODELL
Lt Col, TC
Commanding

[illegible]

[illegible]
Capt, [illegible]
[illegible]

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HEADQUARTERS
UNITED STATES MILITARY ASSISTANCE COMMAND, VIETNAM
Office of Information
APO US FORCES 96243

MACOI

SAIGON, THURSDAY
28 APRIL 1966 - 1700H

FLAG SUMMARY OF MILITARY ACTIVITIES IN RVN FOR WEEK ENDING 2400H 24 APRIL 1966:

UNITED STATES AND FREE WORLD MILITARY ASSISTANCE FORCES

US & FWMAF ACTIVITIES	THIS WEEK	LAST WEEK
GRD OPNS (BN SIZE OR LGR)	20 US 2 ROK 5 COMB	15 US 3 ROK 5 COMB
BN SIZE OPNS WITH CONTACT	19 US 2 ROK 1 AUS 5 COMB	12 US 3 ROK 5 COMB
BN DAYS OF OPERATION	149 US 28 ROK 7 AUS	172 US 7 AUS 49 ROK
SMALL UNIT ACTIONS (SUA)	3,996	3,633
SUA WITH CONTACT	110	66

PERSONNEL LOSSES	KIA	WIA	MIA/
US HOSTILE FIRE	(a,b) 35	(a) 547	(a
F.W.M.A.F.	(b) 32	36	
ENEMY	(b) 694	(c)	8

WPNS LOSSES	TOTAL	INDIV
ENEMY	186	172

(a) - Reflects reported casualties during period 18 thru 24 April 1966. (b) - Kill ratio - 4.3 to 1 in favor of friendly forces (US + FWMAF + RVNAF divided into enemy). (c) - Enemy captured after being wounded are included in "Captured" figure. No estim on enemy wounded and carried away.

SUMMARY

GENERAL:

The number of friendly large unit operations conducted during the period reflect an increase of about 10% and the number of enemy killed increased by 15% compared wit the previous period. Enemy initiated incidents increased and friendly operations re in light contact with the exception of Operation Hot Springs/Lien Ket 36 in I Corps and an ARVN operation in IV Corps.

US GROUND OPERATIONS:

In II Corps, Binh Thuan/Binh Tuy Provinces, Operation Austin, a search and dest operation initiated 12 April by elements of 1st Brigade, 101st Airborne Division con tinues with only sporatic contact. Enemy losses: 26 killed, two captured, 26 su pects detained and eight individual weapons seized thus far in the continuing operat

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WEEKLY SUMMARY

In III Corps, Hau Nghia Province, a multi-battalion search and destroy Operation Kahala was conducted by elements of the 2d Brigade, 25th Division 16-21 April. Enemy losses: 55 killed, 8 captured and 18 weapons seized Friendly casualties were light.

FWMAF COMBINED OPERATIONS:

In I Corps, Quang Ngai Province, a multi-battalion USMC/ARVN search and destroy Operation Hot Springs/Lien Ket 36, was initiated 21 April as a result of information provided by a rallier. (USMC/ARVN coordinated Operations Utah and Texas were previously conducted in the general area during March 66). The operation terminated 23 April. Enemy losses: 327 killed, 16 captured and 62 weapons seized of which 185 killed, 15 VC captured and 39 weapons are attributed to ARVN units.

In II Corps, Phu Yen Province, US and ROK Forces in Operation Fillmore continues with only minor contact. Friendly casualties remain light while enemy losses are 171 killed, 38 captured, 264 suspects detained and 39 individual weapons seized. Of these, 15 killed, 22 captured, 48 suspects and two weapons are attributed to ROK units The operation was initiated 25 March and continues.

In III Corps, Phuoc Long Province, the 173d Airborne Brigade and RAR elements initiated search and destroy Operation Denver on 10 April and continues. Enemy losses: 16 killed, 23 captured, 45 suspects detained and 13 individual weapons seized. Friendly casualties remain light.

ROK OPERATIONS:

Operation Su Bok, a regimental size search and destroy operation conducted by elements of the CAP ROK Div in Binh Dinh Province continues. Cumulative results: Enemy 89 killed, 12 VC captured. Friendly casualties remain light.

ENEMY ACTIVITY:

In I Corps, Quang Ngai Province, an unknown size force during the night of 19 April fired 15-20 rounds of 60 and 81mm mortar into the positions of a Marine Battalion, 20 kms southwest of Da Nang. Friendly casualties were light.

In the early morning of 20 April an estimated enemy company, supported by mortars, attacked the positions of a Marine Battalion near Chu Lai. At about the same time a Marine artillery position at Phu Bai received about 80 rounds of 81 and 82-mm mortar fire. Friendly casualties and damage to material was light.

In II Corps, Pleiku Province, on 20 April, An Khe airfield received six rounds of mortar and sporatic small arms fire as a diversionary attack while a demolition unit infiltrated the field and placed charges. There were no friendly casualties. Two aircraft sustained moderate damage. On 22 April 15-20 mortar rounds struck the